

were shown at all, nor were any foundations shown for the new internal cross wall. The removal of the staircase would probably tend to weaken the party wall. No detailed drawings of the verandah of No. 34 were submitted to the F.W.D. With regard to No. 32, the plan was submitted to and approved by the Government, but the owner did not sign the necessary agreement regarding the prospective verandah. That was the reason Mr. Crisp was sent in May to find out whether or not the verandah had been constructed. Witness remembered reading an article in the *China Mail* in August, 1899, regarding Jerry-building in Hongkong, which gave rise to considerable discussion. Before that time there were several collapses, and since then there had been more. Most of these latter, however, were due to the typhoon in last November, witness thought.

Mr. Bowley—And knowing that fact, why did you approve these plans?—The causes of the collapses should be enquired into first before I answer that question.

Were they not owing to defective building?—No, I don't think so.

You admit you had discretion in the matter. Why did you approve these plans?—We could have told the architects we would not approve them until they had opened up the foundations.

Why didn't you do it?—We had no orders to do it.

You might have refused to sign these permits?—We could not tell the architect we had no time to inspect this building.

Was there anything to compel you to sign these permits?—If the plans are in accordance with the Building Ordinance we must sign them.

You have seen the houses, Mr. Tooker. Now is there anything to indicate that there were deviations from the plans for the alterations and additions?—Yes.

What are they?—On the ground floor of No. 34 there is an arch instead of a cross wall, and opening into the kitchen there is an archway instead of a door. There is an internal cross wall as shown in the plan, but there are no chimneys in accordance with the plan. There is a pipe due to serve the ground floor only, and that is not in accordance with the plan.

Did you notice any cutting in the party wall of the cockhouse?—I did. There is a recess in the party wall between Nos. 34 and 36, in the cockhouse on the first floor. It is about 2 ft. 6 in. square and about 10 in. deep. It appeared to be new work.

Did you see anything on the roof?—On the roof there was a superstructure of brickwork about 7 ft. high and about 5 ft. square. It appeared to be used as a cockhouse. Alongside this cockhouse was another superstructure which had partly broken away.

What had it been used for?—I cannot say.

And now as regards No. 34. What deviations from the plan did you notice there?—On the ground floor was an arch instead of a cross wall. The internal cross wall was not there at all. There were no chimneys as shown in the plan, and there was a similar superstructure to that at No. 34 on the roof, but not so high, though nearly as wide. The sides of this superstructure appeared to be built on the party wall between 32 and 34.

We have it that the height of the party wall was 5 ft. 6 in. With that superstructure on the top, that would make the wall somewhere about 6 ft. 6 in. Superstructures of that nature are not considered as part of the main wall.

As far as you can judge, did any of these deviations you have mentioned contribute towards the accident?—I think they would contribute in a slight degree, but I don't think the chimneys or the superstructures on the roof contributed to the collapse.

His Worship—They were bound to have added to the weight. They did not add to the weight of that portion of the wall which gave way. I think the absence of the internal cross wall would tend to weaken the building.

Mr. Bowley—I think you have already given us your opinion as to the cause of the collapse?—Yes, and I am still of the same opinion.

Do you consider the work in the blacksmith's shop would tend to weaken the wall?—I think it would have a little effect that way, but not very much.

Was the collapse caused by the additional weight placed on the party wall through the additions and alterations?—I don't think so. The wall would have come down sooner or later. It might have stood for years?—I don't think it.

Can you tell me the number of inmates allowed by law to occupy these houses?—Practically 55 people in each house?—After the alterations?

Before or after the alterations?—After the alterations.

Can you give us any idea as to how many Chinese houses have had another story added to them during the year 1900?—Plans were deposited during the year for raising 189 houses an extra story.

His Worship—I suppose these extra stories have been added?—The plans were approved and permitted.

This concluded the examination of Mr. Tooker, who was asked for and was granted permission to make the following statement:—

"I arrived in the Colony in April, 1890, and was appointed in charge of Building Ordinance work and also of work carried out under the heading 'Annual Recurrent Expenditure.' That included maintenance of Government buildings, maintenance of the public cemetery, maintenance of the Praya wall and piers, maintenance of lighthouses, maintenance of all roads in the Colony, lighting the city with gas, maintenance of public recreation ground, and maintenance of other works of a miscellaneous nature."

Mr. Bowley—When you were first appointed, two overseers of roads, two overseers of buildings, one overseer in charge of the cemetery, and one overseer of Building Ordinance work, besides two or three native foremen. Mr. Cooper succeeded Mr. Brown in 1891, and he gave me then another assistant engineer, and added maintenance of telegraphs to my work.

This staff was maintained up till the time I went on leave in March, 1897. I returned to the Colony in March, 1898, and Mr. Omsley, who was then Director of Public Works, told me I would have to do with one assistant engineer, Mr. Haselard, who was nearly all his time on Building Ordinance work. Mr. Omsley added to my work maintenance of buildings in the New Territory, and maintenance of telegraphs in the New Territory. I was involved here in October, 1899, and returned again to the Colony in December, 1899. My staff then consisted of one assistant engineer, two overseers of roads, four overseers of buildings, one overseer of the cemetery, one overseer of the recreation ground, and a few native foremen. The principal overseer of Government buildings resigned in June, 1900, and his place was not filled up at the time. It was not till 1st November, 1900, that an assistant overseer was appointed locally to look after the Government buildings. In the meantime the principal overseer of roads, who had died on the passage, his place was not filled up until the other day, and I was left with one overseer of roads and telegraphs all over the Colony and of telegraphs in the New Territory until the beginning of 1901, when I was given the services of an assistant overseer. He was a sick man and could do very little, and

was taken away again in February, 1901, thus leaving me with one overseer for roads and telegraphs until about the middle of the year, when I got the assistance of Mr. Carroll, who was formerly overseer of sewers. He worked with me for about a month and then had to go home on sick leave. I was again left with one overseer of roads and telegraphs until just recently, when another overseer was appointed for roads and two more Portuguese foremen. That is all I have to say."

Mr. Bowley—I should like to ask Mr. Tooker one question. When Mr. Crisp arrived, Mr. Xavier gave over all his duties to him?—Yes.

I want to know why this was done?—Mr. Omsley told him to do it.

Hon. W. Chatham, Acting Director of Public Works, said he was absent from the Colony from May, 1900, to March, 1901. Before becoming Acting Director of Public Works he had had nothing to do with the Building Ordinance, and therefore had had nothing to do with the two houses in Cock Lane Street until after the collapse. He had inspected the remains of the houses since the collapse and in his opinion the only cause of the accident was the faulty party wall between the two houses. The addition of a new story, witness had very little doubt, contributed to the collapse. The foundations of the party wall had been opened, and witness, from what he saw, thought they appeared to be good—strong enough to bear the weight of another story. The ground under the foundations was good. Had witness added another story to these houses, he, as a professional man, would have considered it necessary to examine the walls carefully, knowing the building to be an old one, and if the walls, from an external examination in the first instance, and an internal examination afterwards by cutting them open, were found satisfactory, he would then calculate what weight would come upon the walls by the proposed additions.

Mr. Bowley—Would you have thought it necessary to examine the foundations?—Well, it would have been a prudent thing to do.

You think the carrying on of a blacksmith's trade would tend to weaken the walls?—Light smithy work would not weaken them, so long as there was no machinery attached to the walls in carrying on the work.

Would the operation of taking down a cross-wall and moving staircases have a weakening effect?—Well, it would have a disturbing effect, whatever way the cross wall was connected with.

His Worship—With reference to the adding of stories to houses, we are told that 189 Chinese houses were so raised during the year 1900. That appears to be a very great number—greater than ever I thought. It means one every second day.

This concluded the case, and Mr. Bowley proceeded to review the evidence. As he mentioned in re-opening the enquiry, it was quite clear that the deaths of these unfortunate people were caused by the collapse of the houses, and he took it that the object of the enquiry was to find out why the houses collapsed. In his opinion, they had had overwhelming evidence from several expert engineers that the real cause was the faulty construction of the party wall between the two houses. That being so, the enquiry really limited itself to the finding out of the cause of the falling of the party wall, and his Worship would doubtless be of the opinion that its fall was brought about to a very great extent, if not altogether, by the addition of an extra story comprising heavy beams and brick work. There were, perhaps, minor causes such as the shaking caused by the work in the blacksmith's shop, but in spite of these Mr. Bowley said he would submit that the main cause of the collapse was the addition of the new story to this old building, which was erected in 1878, and was originally a three-story house. Built, as houses were in those days, of blue brick, it had somehow or other stood the weight and wear of time and climate for some twenty-two years. Recently it changed hands, and the purchaser, seeing what was going on everywhere in the Colony, thought he would do the same as other house-owners and add another story. Before carrying out his idea he took professional opinion as to its feasibility, and went to work to find out if the walls were strong enough. The architect, who must have known how old the building was, did not take warning by the many collapses that had previously taken place, and thought it sufficient to send an engineer to look after the matter, with instructions to make a careful examination of the building, but simply to look at the walls. The overseer went there and spent twenty minutes in each house. He never thought to look at the foundations, or even to scrape away the whitewash from any part of the walls, and did not even plumb them except with his eye. He did not cut into them to ascertain their solidity—he simply looked at them. The along came the draughtsman to measure the houses. He spent fifteen minutes of his valuable time there, and took three measurements—breadth, depth, and height of each floor. From these three measurements he drew up the elaborate plans that had been produced in Court, each of them absolutely incorrect in several respects. The time he spent in each house was thirty-five minutes. Then the plans were made out, omitting some important information that should have been included. They did not show the foundations whatever except to the new wall. The height of the wall itself was mere guess-work—in one plan no staircases were shown at all. These plans were thought to be sufficient to send up to the Public Works Department, where they were given a cursory glance to by that very much overworked official, the Executive Engineer under the Building Ordinance. They then went to the Medical Officer of Health, where only doubts were as to the height of the walls in respect of the width of the street. Accordingly an overseer was sent to measure the width of the street to satisfy the Medical Officer of Health, and the Director of Public Works, or rather, Mr. Tooker on his behalf, issued a permit for the alterations and additions proposed. Under the Building Ordinance Mr. Bowley submitted that the Director of Public Works had absolute discretion in the matter of granting or refusing permits for additions or alterations to old buildings, yet no one in the Public Works Department ever took the trouble to find out whether the requirements of the Ordinance as to such alterations and additions were being fulfilled. From the beginning to the end no one ever thought to go and look at the foundations, and it appeared as though the foundations had nothing whatever to do with the matter. The plans, after the formal approval of the Director of Public Works, were handed to the contractor or architect, and then the work of backing and cutting the old party wall was commenced, till by degrees this death-trap, warranted to hold 55 people, was created. No one ever inspected the work, from the commencement to the finish. This was matter which not only concerned the tenants; it concerned the man in the street, who supposed that the Public Works Department in this Colony protected him against houses falling upon him. The Ordinance, said, continued Mr. Bowley, that the Director of Public Works should inspect buildings during alterations. It was the duty of the official in charge to

refuse to sign these permits until he had satisfied himself on all points. It was no excuse, because a man had no time to do a certain duty, that that duty should remain undone. If he had no time to inspect the building it was in his power to refuse to sign the permit, or he might have referred the matter to the Government and thrown the responsibility on it. Mr. Bowley submitted that the professional knowledge the owner relied, who made no examination at all of the houses concerned; secondly, the official responsible in the Public Works Department, who, without making any examination whatever, passed the plans; and thirdly, the head of the Department, who had allowed the staff in charge of the duties of the Building Ordinance to twiddle down gradually, although the work was increasing, until it consisted of—Mr. Crisp. He had actually taken away the assistant engineer in charge of building work and appointed nobody save one overseer who had just come out to the Colony and hardly knew his way about the street. In this way the Building Ordinance had been allowed to dwindle down to a mere farce. Mr. Bowley, in conclusion, asked his Worship to bring in a verdict, in addition to his previous finding, that the deaths of these people were due to the adding of a new story to the rotten party wall, and said that the architect, who recommended the addition and the parties who sanctioned it were guilty of gross negligence.

His Worship—I shall have to take a little time to consider the evidence, and will give my verdict on Wednesday morning at ten o'clock.

QUEEN VICTORIA MEMORIAL FUND.

CHINESE SUBSCRIPTIONS.

Chau Tung Shang	...	\$2,000
Chin Wah Hong Opium Firm	...	600
Yan Wo Co.	...	500
Shing Wo Co.	...	500
Yuen Fat Hong	...	500
Hop Hing Hong	...	500
Yee On Firm	...	500
Kwong Mow Tai	...	300
Fung Wa Chien	...	300
Ho Fook	...	300
Yuen Lai Chuen	...	300
Wing Kee & Co.	...	300
Lau Wei Chuen	...	300
Hon. Wei Lok	...	200
Loo Koon Tung	...	200
Chen Choo Bo	...	200
Mok To Chuen	...	200
Pun Fui Ping	...	200
Kin Tai Loong	...	200
Yuen Hop	...	200
Robert Jack & Co.	...	200
Yui Wai Loong	...	150
Tung Cheuk Hong	...	150
Leung Yuen Po	...	150

See Wo	...	150
Wang Hing	...	150
Tak Cheung	...	150
Cheng Wo	...	150
Lock Hing	...	150
Man On Insurance Co.	...	1,000
Po On Insurance Co.	...	1,000
Chuen On Insurance Co.	...	1,000
Yee On Insurance Co.	...	1,000
Tung On Insurance Co.	...	1,000
Fook On Insurance Co.	...	1,000
Hung On Insurance Co.	...	1,000
Yan On Insurance Co.	...	1,000
Yuen On Insurance Co.	...	1,000
Wong On Insurance Co.	...	1,000
Leung Pui Chi	...	100
Ho Shun Chuen	...	100
Ho Kom Tong	...	100
Wong Kuen Yik	...	100
Wing Cheung Lee	...	100
Chu Wing On	...	100
Ng King Fook Tong	...	100
Yang Hing	...	100
Tai Sing	...	100
Kwan Yuen	...	100
Ng Hing Loong	...	100
Chun Tai	...	100
Nam Wo & Co.	...	100
Kwong Loong Tai	...	100
A. Taik & Co.	...	100
Kan Fung Yu	...	100
Kut Cheung Hing	...	100
Leun Cheung	...	100
Tsun Cheung Wing	...	100
Yee Shun Tai	...	100
Tak Shing Hong	...	100
Han Wing Hong	...	100
Kwan Yui Tai	...	100
Man Sang	...	100
Chan Tin Shan	...	100
Li Tai Wo	...	100
Fong Shau Shan	...	100
Yuen Wan Chiu	...	100
Chun Han On	...	100
Yung Hin Pong	...	100
Lau Chin Tung	...	100
Kwong Wing Shun	...	100
Kung Yuen	...	100
Kwong Man Cheung	...	100
Joe Tak Sing	...	100
Hang Kee	...	100
Kwong Tak Fat	...	100
Hin Fat	...	100
Tak Cheung	...	100
Ming Yu Tai	...	100
Kwong Cheung Wo	...	100
Kwong Cheung Loong	...	100
Kwong Yick Wo	...	100
See Sing Wo	...	100
Kwong Lun Tai	...	100
Tung Kuo & Co.	...	100
Tau Cheung Loong	...	100
Sing Tai	...	100
Yu Wo Loong	...	100
Yan Cheung	...	100
Po Loong	...	100
Him Yuen	...	100
Kwong Tak Wing	...	100
Kwan Wo Loong	...	100
Wing Cheung Sing	...	100
Sun Kwong Hop	...	100
Kwong Mee Yuen	...	100
Sun Tung Cheung	...	100
Wu Cheung	...	100
Wing Cheung Kat	...	100
The Tai Shing Paper Mill	...	100
Yee Hing	...	100
Loong Sing Wo	...	100
Chan Quai Bo	...	100
Tong Lai Chuen	...	100
Lau Pan Chiu	...	100
Chan Hewan	...	100
Ip Shun Han	...	100
Tau Tse Kong	...	100
Tong Wan Chiu	...	100
Wan Ho	...	100
Wong Yu Chuen	...	100
Wong Chik Yau	...	100
Chow Hing Kee	...	100
Chan Wai Chin	...	100
Kwok Shin Lee	...	100
Chan Wai Ming	...	100
Chan Oi Tung	...	100
Chan Hing Tung	...	100
Chow Dart Tong	...	100
Chan Shik Shan	...	100
Cheng Kam Tin	...	100

Total \$19,450

A WORD TO CRICKETERS.

The Cricket Ground is open! To the practical, downright cricketer (for with the casual, dilettante pseudo-cricketer we have no commerce) this announcement marks the return to a winter diet of robust exercise and the annual waning from a summer diet of croquet, golf, or lawn tennis. Whilst it is hopeless to convince a man who has played cricket since he was ten years old that there is any other outdoor game in the world and that other forms of open-air recreation are sought but flippant pastimes, that same man will frankly admit that business worries may find safe vent in the explosives of golf, that household cares may be forgotten in the glee of wiring your opponent at croquet and that lawn tennis (even without the mathematical screen) steers many a person clear of the summer doldrums. He institutes no comparisons, for the simple reason that he cannot bring cricket and other outdoor pursuits on to the same plane. He knows the names of Vardon, Doherty, and Roper; but what are they or their fathers' house by the side of a Grace or a Ranjitsinhji? By assiduous practice he might attain to mediocrity in all pastimes, but he defies the devotees of such pastimes to attain even to mediocrity at cricket. His view is that if these champions in other games had been able to attain to average skill at cricket, they could not have wasted their lives in other diversions. This may not be sound reasoning, but it is the attitude of the man who appreciates the genius of cricket and has the cricket virus in his system. It is not an attitude of contempt or of disdain, but of wonderment. How many men having these vital radical and conservative views of cricket are to be found in the Colony to-day? Are there a score of men who don't mind whether they go in first or last, whether they are put on to bowl or not, or where they are placed in the field? Are there twenty men who will assiduously and carefully practice batting, bowling, fielding, and catching, determined to do all that they can to accustom themselves to the pace and size of the ground and the peculiar and varying light which obtains on it? It cannot be that there is not this number of disciplined, self-denying cricketers in Hongkong, men ready to strive their best to get into the eleven which will represent the Colony in November next, who will not cavil if the selection committee's choice does not suit them, and will not say in advance "It's no use my practising, as I have no chance of being picked." Play up, gentlemen, and show yourselves at your best: tune yourselves up to concert pitch! If some one who batted or bowled well last year has lost his form, the selection committee will not do its duty if, influenced by sentiment or commiseration, it includes in the eleven any extinct volcanoes; not but that, in a crucial game, some regard must be paid to the steadiness of experience. Let no one then be discouraged because he thinks he has no chance of being included: he who is possessed of that spirit precludes himself to be no cricketer of grit. Even if you don't realize your hopes this time, the practice will have given you more confidence and cannot but improve your game if your practice is not frivolous. Of course, certain names are already mentioned as those of persons not unlikely to gain the coveted honour of a place in the local eleven. But it is obviously premature to canvas the merits or claims of any one at present. Very much, if not everything, will depend on the individual form displayed in the next month or so. This much may be depended upon, that no one will be chosen simply because he has borne a local or English reputation: present form in batting, bowling, and fielding will be the sole ground of selection. "Friend pigdin," personal feelings, hesitation to weed out, cannot be allowed to influence the selection, of which the sole purpose must be to place in the field the most earnest, skilful and hard-working eleven that can be got together in the Colony. News reaches us of the calibre of the visiting eleven. The Straits XI is reported to be stronger than the 1897 XI; and Shanghai is stated to have an eleven good enough to play the Surrey Colts and to be one of the best amateur elevens ever seen! Assume this to be so. The very rumours should stimulate us to put forth every effort to be as fit as we can to meet such doughty opponents and to contemplate the extra glory of victory. They should have a bracing effect, and make our hearts stouter and our training more strict. Admit that at present bowling is our weakest point—it is a libel on our bowling if it is meant that our fielding is better than our bowling—but admit it for the sake of argument; the inference is that we must strengthen bowling by rendering our fielding efficient. To that end special attention must be paid to this most important and finest department in cricket. Practice away from the nets must be arranged for; each man should get accustomed to his appointed place in the field. Apart from organized practice, every man should spend a portion of his practice in short and long catching and in ground-fielding. Bad fielding makes the best bowling innocuous, because hitting the stumps is not the sole object of a bowler: chances accepted, runs saved, and men run out will make moderate bowling difficult to cope with. Nowcomers should be told that forward play is essential to batting success on the normal wickets of the Club: few occasions for back play offer. It remains only to say that if we mean to win, we must, one and all, give up our loins and put our whole soul into the business. Local pride and honour, not to mention the generous support of the community at large, make this reasonable demand upon us. Enthusiasm and determination! These are the requisite qualities.

A surprised child (in this States of course) recently asked her teacher "What did you say holds the earth in its orbit?" "The attraction of gravity," replied the teacher. "Then," says the pupil, "somebody has been holding my leg again, for he says it's John Pierpont Morgan."

(Continued on page 5.)

THE LATE PLAGUE EPIDEMIC.

The following is the body of the report by Dr. F. W. Clark, Medical Officer of Health, on the epidemic of plague in the Colony during the half-year ended 30th June, as published in the *Gazette*—

Cases.—The total number of cases reported during the half-year has been 1,488, of which 56 were Europeans and 1,432 were Chinese, the remaining 47 being other Asiatics. A large number of Chinese, however, left the Colony as soon as they felt at all ill, some of whom showed unmistakable signs of the disease on arrival at Canton and its neighbourhood.

Deaths.—The total number of deaths recorded during the half-year was 1,417, of which 9 were Europeans, 1,376 Chinese, and the remaining 32 other Asiatics. The latter comprised 14 Indians, 2 Parsees, 10 Asiatic Portuguese, 3 Malays, 2 Japanese, and 1 Burman.

The death-rate among the Europeans was therefore 34.6 per cent., while among the Chinese it was 97.2 per cent., and among the other Asiatics 68.1 per cent.; the total mortality being 95.2 per cent. This high rate is largely accounted for by the fact that 21.7 per cent. of the Chinese cases were dead bodies found in the Streets or in the Harbour.

The percentage of Chinese admitted to Hospital—including the Tung Wah Branch Hospital—was 35.1 per cent., while the percentage of other Asiatics that went to hospital was 50.8 per cent. The death-rate among the Chinese admitted to Hospital was 88.5 per cent., as against the general Chinese mortality of 97.2 per cent. This ought to convince the Chinese—if anything will—that admission to Hospital is to their advantage.

The death-rate during each epidemic has been as follows:—

Percentage	1894	1896	1898	1899	1900	1901
Mortality	92.7	89.5	89.0	96.1	95.5	95.2

European Cases.—Most of the European cases during the present epidemic have been more or less directly associated with the finding of dead rats upon the premises, although it must be admitted that many dead rats have at the same time been found in European offices and dwellings in which the disease has not broken out. Canille states, moreover, "that in certain limited outbreaks, such as that recently (1900) experienced at Glasgow, the rat has not been proved to be infected at all"; on the other hand Ashburn Thompson states, in reference to the outbreak in Sydney in 1900, "that the infection was disseminated by rats appears tolerably certain." The following is a very brief summary of the European cases:—

The first European to be attacked was three assistants in a drug store—two of whom were reported on the same date, and the third a few days later; two of these patients succumbed to the disease. A considerable number of Chinese women are employed by this firm in packing drugs for the Chinese market, and it is more than possible that they may have introduced the infection into the building.

The next European case to occur was an employee at the Naval Yard, who had been more or less ill-health since he arrived in the Colony a year previously, and who died of the disease. A large number of Chinese are employed in the Naval Yard, some of whom had died of the disease, and it is believed that the infection was contracted from one of them. This man would appear to have infected the building in which he lived, as subsequently three other European cases occurred there, all of whom recovered. On the day following the report of the above cases another European employee at the Naval Yard was reported to be suffering from plague, and in the block of buildings in which he resided, four other European cases subsequently occurred, one being the wife of the first patient, and two of the other being husband and wife, while in addition, one European who had resided there, and one Asiatic Portuguese who had been employed there, also contracted the disease. There were also three Chinese cases in this block of buildings, one of which occurred two days previous to the first European case. Of the above six European cases, only one died.

An European in charge of a bicycle shop next contracted the disease probably from a Parsee case in the same building; the Parsee died, but the European recovered.

One case occurred in the European quarters attached to one of the private docks, where also a large number of Chinese are employed. This patient also recovered.

A mill case occurred in an employee of the Telegraph Company who resided in a Chinese tenement house in which a number of rats were found. A publican residing in Wanchai also succumbed to the disease.

Two cases occurred in an hotel (husband and wife), one of whom died; on the day previous to that on which these two cases developed, a Chinaman in the same building had died of the disease, after having been sick for at least two days.

The wife of another publican next contracted the disease and recovered, and on the same day two cases (mother and daughter) were reported from a dwelling in the Queen's Road, situated over a wine-store in which a number of rats had been found. It also reported that two Chinese servants employed in this dwelling had left about seven days previous, without notice and probably in consequence of sickness.

A gentleman employed in a German firm was ill in his own quarters over a ship-chandler's store for about nine days with fever, which proved, after death, to have been plague. Two days before he died he had arrived in the Colony only about a fortnight previously, died of the disease after two days' illness. He had visited a Chinese house seven days before he was taken ill.

Another gentleman employed by a German mercantile firm developed a very mild attack of the disease from which he recovered. A Parsee, who had been in the Colony for some time, was found in a boarding-house. A dead rat was found in this lady's sitting-room nine days previous to her being taken ill, and a number of rats had also been caught in the building during the few previous weeks. This patient made a good recovery.

Sex.—The Chinese cases comprised 900 males and 515 females; this is equal to a percentage of 36.4 female cases. The proportion of females in the Chinese population at the Census taken this year was only 37.1 per cent., so that it is evident that the Chinese females have suffered in proportion, very much more severely than Chinese males; this is probably because they remain in their houses much more than the men, almost all of whom are employed in the open air during the greater part of each day. Among the European cases there were fourteen men, one boy, and eleven women; this gives a proportion of 41 per cent. of female cases, which if we take the whole of the non-Chinese cases, there were fifty males and twenty-three females, giving a proportion of 31.5 per cent. of female cases. The proportion of females among the non-Chinese community at the Census taken this year was 29.2 per cent., but this low rate was due in part to the large number of troops stationed here at the time, many of whom had left before the epidemic commenced, and

(Continued on page 5.)

CHOICE WINES.

MOET AND CHANDON'S DRY IMPERIAL, 1893.

Per Case \$47.00

VINO DE PASTO SHERRY.

Per Case \$15.00

NEW ADVERTISEMENTS

LOST.

ON Sunday Afternoon in the vicinity of Leighton Hill Road one Small White MANILA POODLE. Anyone returning same to No. 22, Leighton Hill Road, or to the Office of the undersigned, will be thanked and if necessary rewarded.

LEOPOLD SPATZ.
Hongkong, 24th September, 1901. [2419]

WOOD'S VICTORIAN BUTTER.

THE Undersigned begs to notify the Public that he has this Day sold by Public Auction a Quantity of DAMAGED BUTTER in 1 lb. and 2 lb. tins.

The tins have been marked with a cross, scratched on the cow's head.

GEO. P. LAMBERT,
Sole Agent for Wood's Victorian Table Butter in China, Japan and the Philippine Islands.
Hongkong, 24th September, 1901. [2420]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 24th inst., 1901, at Noon, at their Sales Rooms, 20, DES VŒUX ROAD, SUNDAY HOUSEHOLD FURNITURE, Also

30 Cases SCARLET and BROWN BLANKETS, 49 Boxes INDIAN CIGARS, 11 Cases GLASS JARS, 29 Dozen UMBRELLAS, JAPANESE VASES, 10 Cases BEER, &c., &c., &c.

Terms: As usual.

HUGHES & MOUGH,
Auctioneers.
Hongkong, 24th September, 1901. [2423]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY, the 27th September, 1901, at 2.30 P.M., at No. 111, PRATA AVE, WANCHAI.

A QUANTITY OF FURNITURE (Full Particulars in Catalogue).

On View from Thursday, the 26th September. Terms: Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 24th September, 1901. [2422]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"CALCHAS".

are hereby notified that the Cargo is being discharged into Crut, and is to be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Crut or Godown on and after the 25th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 30th inst. will be subject to rent. All damaged goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st October. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd September, 1901. [15]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN."

Captain Passmore, will be despatched for the above ports TO-DAY, the 24th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPIRAIK & CO.,
General Managers.
Hongkong, 24th September, 1901. [2421]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 24th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPIRAIK & CO.,
General Managers.
Hongkong, 23rd September, 1901. [2417]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"LOONGMOON."

Captain Schuldt, will be despatched for the above port on THURSDAY, the 26th inst., at 3 P.M., and is now ready to take cargo.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.
Hongkong, 23rd September, 1901. [2418]

TSANG FOO & CO.

SAM WING HING

興榮三

COAL MERCHANTS.

No. 48, DES VŒUX ROAD CENTRAL.

Telephone No. 329.

Hongkong, 23rd September, 1901. [2411]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with 1 oz. of Shot.

Primrose Cases ... \$5.65

Pegamont Cases ... 6.25

Director Brass Cases ... 6.90

5 per cent. discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.,
Gunnmakers,
Hongkong.
Hongkong, 27th July, 1897. [1683]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gump & Co.

Hongkong, 20th March, 1901. [79]

PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 23rd to the 26th September, both days inclusive.

DOUGLAS LAPIRAIK & CO.,
General Managers.
Hongkong, 19th September, 1901. [2382]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a First and Final Dividend of 24 Cents per Preference Share will be Paid. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE,
Liquidator.
Hongkong, 24th August, 1901. [2163]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the SHAREHOLDERS will be held at the COMPANY'S OFFICE, 11, DES VŒUX ROAD, on MONDAY, the 30th of September, 1901, at 12.15 o'clock, P.M., for the purpose of having an account laid before them, showing the manner in which the winding up has been conducted and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidator; and also of determining by EXTRAORDINARY RESOLUTION the manner in which the Balance Accounts, Books, and Documents of the Company, and of the Liquidator thereof, shall be disposed of.

M. BENNECKE,
Liquidator.
Hongkong, 24th August, 1901. [2221]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that INTERIM DIVIDENDS of 3 per cent. for the Six Months ended 31st June, being at the rate of 5 per cent. per annum, have been declared on the Preference, Ordinary and Ordinary "B" Shares of this Company.

The Dividend Warrants will be issued on 1st October.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 19th September, 1901. [2383]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 37, QUEEN'S BUILDINGS, HONGKONG, on THURSDAY, the 16th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with Statements of Account for the Year 1900 and for the Half-year ending the 30th June, 1901, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive.

By Order of the Board.

W. J. SAUNDERS,
Secretary.
Hongkong, 20th September, 1901. [2387]

ROYAL NAVAL YARD.

WANTED a CHINESE DRAUGHTSMAN who is a good Tracer and accustomed to making Ship Drawings.

Applications to be made in writing to the CHIEF CONSTRUCTOR.

J. BLACK,
Chief Constructor.
Hongkong, 21st September, 1901. [2399]

WANTED.

DRUGHTSMAN (EUROPEAN) to look after Building in course of erection on West River. Salary \$200 a month and Unfurnished Rooms. Passage paid.

Apply—

F. T.,
Care of Office of this Paper.
Hongkong, 23rd September, 1901. [2408]

WANTED—Competent EUROPEAN BOOKKEEPER.

Apply by letter—

LEDGER, G. P. O.
Hongkong, 21st September, 1901. [2394]

IMPERIAL BANK OF CHINA.

WANTED.

AN experienced man of business to act as COMPRODOR from next China New Year.

Full particulars can be obtained on application to the undersigned.

By Order of the Board of Directors.

E. W. BUTTER,
Manager.
Hongkong, 31st July, 1901. [1922]

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for competent men.

Apply at—

Daily Press Office.
Hongkong, 30th July, 1901. [1910]

A. LING & CO.,

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE

Also FOOCHOW LACQUERED WARE.

FURNITURE on HIRE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 1st May, 1901. [1145]

AMERICAN SYSTEM OF DENTISTRY

AT

No. 59, QUEEN'S ROAD CENTRAL.

CHADWICK KEW

(LATE OF POATE & NOBLE).

Hongkong, 15th September, 1899. [2245]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY, the 28th September, 1901, at 2.45 P.M., at his Sales Rooms, DUNDRELL STREET.

A QUANTITY OF DINING ROOM, DRAWING ROOM and BEDROOM FURNITURE.

(Full Particulars from Catalogue.)

On View from Friday, the 27th September. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 23rd September, 1901. [2406]

TO LET.

TO LET.

No. 1, STEWART TERRACE, the PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1789]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEWSON STREET.

Apply to—

CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

FROM 1st OCTOBER.

FIRST FLOOR, for OFFICES—No. 1, DUNDRELL STREET.

Apply—

E. PABANEY,
Hongkong, 20th September, 1901. [2389]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.

Apply to—

S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

A HOUSE in RYTON TERRACE.

THE RETREAT, MOUNT KELLY.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [66]

TO LET.

OFFICE in QUEEN'S ROAD, No. 15, FIRST FLOOR, from the 1st October.

Apply to—

L. M.,
Care of Daily Press Office.
Hongkong, 2nd September, 1901. [2228]

TO LET.

OFFICES and ROOMS in Beaconfield Arcade.

For Particulars, apply to—

TURNER & CO.
Hongkong, 19th September, 1901. [2360]

TO LET.

THE GODOWN in West Point (Kowloon Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—

LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.

Apply to—

WING CHEONG,
Nos. 1 & 3, D'Agallier Street.
Hongkong, 31st August, 1901. [2218]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to—

SANG KEE,
208, DES VŒUX ROAD CENTRAL.
Hongkong, 16th August, 1901. [2084]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

21, CAINE ROAD.

Hongkong, 20th September, 1900. [2403]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,

2, Poddler's Hill.
Hongkong, 1st January, 1892.

FOREIGN AND COLONIAL STAMP DEALER.

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash.

15 to 25 per cent. Discount Allowed. [1296]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. FARLANE,
Manager.
Hongkong, 17th February, 1899. [195]

PORTLAND CEMENT.

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO.

Hongkong, 16th September, 1899. [2348]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

CAPITAL ... \$1,000,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [155]

NORTH BRITISH AND AMERICAN TITLE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1900, £14,732,681.

I. AUTHORIZED CAPITAL ... \$3,000,000 0 0

SUBSCRIBED CAPITAL ... 2,750,000 0 0

PAID-UP CAPITAL ... 687,500 0 0

II. FIRE FUNDS ... 2,383,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
tal Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Furniture, Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Rio de
Janeiro.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100, Queen's Road.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c.; Devel-
opment Works, Amateurs' Requisites.

M. MUMFAY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 5a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sail-
makers, Provision and Coal Merchants,
Praya Central, near Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Changers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND.
43 and 45, Des Voeux Road. Shipchangers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey-
hound Brand") and Blundell
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Carriage Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos."
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DEOZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

"TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Liebner's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901.

1554

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK of
ELEY'S and KYNOL'S SPORT-
ING CARTRIDGES and NEWCASTLE
CHILLED SHOT.
20 BORE CARTRIDGES

16
12
10
8

Wm. SCHMIDT & CO.,
Gunsmiths,
Hongkong, 3rd January, 1901.

121

WING CHONG,

JEWELLER, PEARLS, DIAMONDS,
CUBIC ZINC STONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GRASSCLOTHS

General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
buy all kinds of Curries at Moderate Prices.
1 & 3, D'AGUILAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901.

1811

PIANOFORTE TUNING AND
REPAIRING.

MR. E. A. BROWNE is prepared to
undertake the above at reasonable rates.
All Repairs done personally.
Tuning \$3.50.
Address—
Care of DRAGON CYCLE STORE,
D'AGUILAR STREET,
Hongkong, 4th September, 1901.

2250

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 P.M. on the
24th inst., will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be completed by
DAVID SASSOON, 80NS & CO.,
Agents.

Hongkong, 20th September, 1901. [2308]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AG-MEMNON"
are hereby notified that the Cargo is being dis-
charged into Craft and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd., in both cases it
will be at Consignees' risk. The Cargo will be
ready for delivery from Craft or Godown on
and after the 21st instant.

Optional Cargo will be landed under notice
has been given prior to steamer arrival.
Goods undelivered after the 24th instant
will be subject to rent. All damaged Goods
must be left in the Godowns when they will be
examined at 11 A.M. on the 27th instant.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th September, 1901. [13]

BONZOLINI BILLIARD

BALLS.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLINI BILLIARD BALLS 2 1/2"

PRICE Rs. 30 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BOUTINCK STREET.

1901-17 CALCUTTA.

THE

CHINA AND JAPAN

TELEPHONE AND ELECTRIC

COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT

SUBSCRIPTIONS.—

EXCHANGE LINES,

\$50 Per Annum.

PRIVATE LINES,

\$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines as

more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK,

Including:—

BATTERIES,

CHEMICALS,

ELECTRIC BELLS,

INSULATORS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.

PRICE LISTS

ON

APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN

ORDER.

Estimates given for all kinds of Electric

work.

Trained Mechanicians sent to Out-Ports

at up Installations if required.

For full particulars, &c., &c.,

Apply to

W. STUART HARRISON,

Manager.

Note Address—No. 2, ICE HOUSE ROAD,

Hongkong, 18th January, 1898.

2258

(Continued from page 3.)

the usual proportion would be about 80 per cent.,
so that there was no great excess of cases among
the non-Chinese women.

Age.—The total number of cases among
Chinese children, under fifteen years of age,
was 338, or 26.4 per cent. of the total Chinese
cases. The percentage in 1900 was 25.9, and
in 1898 it was 24.1 per cent. The proportion
of children under this age, among the Chinese
population, was found at the Census taken this
year to be only 17.2 per cent., so that it is very
evident that children are very liable to contract
this disease.

Eight of the above-named children appear to
have recovered, giving a mortality of 57.8 per
cent., which is practically the same as the mor-
tality among the adult Chinese.

Dead Bodies in the Street.—No less than 308
of the Chinese cases were dead bodies found
lying in the street or floating in the harbour.
This represents 21.7 per cent. of the total cases.
It shows, however, a considerable reduction when
compared with previous years, as in 1900 the
percentage of unclaimed bodies found was 37.1
per cent., in 1899 it was 49 per cent., and in 1898
it was 31 per cent.

On the other hand more
sick people, including even quite young children,
have been found wandering about the streets,
than in former years, having apparently been
turned out of their houses by the other occupants.

The number of such cases occurring yearly
without known addresses, compared with the
number of sick persons who leave the Colony
in the early stages of the disease, afford a ready
explanation of its annual recurrence, for many
infected houses must of necessity remain
uninhabited, and the only possible remedy that
I can see for this is a thorough house-to-house
cleaning and disinfection after the epidemic
is at an end, so that we may prepare for the
epidemic of next year by destroying the germs
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get up and walk about and make every effort
to appear in his ordinary health.

(2) The other people living in the house will
conceal their sick, and an instance occurred this
year of a sick woman and a dead body being
concealed under the same bed, within a couple
of days.

(3) When it is known that a sick person has
house visits are to be paid, the sick are conveyed
from the unvisited to the recently visited
house.

(4) The sick are also concealed on the flat
roofs of the houses.

(5) If there is no other means of concealing
them, they are turned out into the streets to
wander at large.

Removal of the Sick and Dead.—Considerable
improvements have been effected in the means
of conveyance of the sick, an improved type of
ambulance purchased and a permanent staff of
coolies arranged for to convey these ambulances
to the Hospitals. A steam launch for the con-
veyance of the sick from the Wan-chai districts
to the Hospital at West Point was also em-
ployed during the later period of the epidemic.

Dead bodies are conveyed in what are termed
"dead-boxes," and I would suggest that some
small covered-in hand carts, capable of carrying
two or three dead-bodies should be obtained, as
complaints have been made that the dead-boxes
are not always securely closed while being con-
veyed through the public streets and that the
carrying of these public places, while resting. When
the disease became rife in Wan-chai the dead
bodies were placed on board a cargo-boat hired
for the purpose and towed round by a launch
to the Mortuary at West Point.

Burial of the Dead.—This was carried out
under the superintendence of one of the Board's
European Officers, all bodies being buried at
the Kennedy Town Plague Cemetery, unless a
special permit had been granted for burial
elsewhere.

Disinfection of Infected Premises.—This work
was done under the personal control of Inspector
Reid, who spent the greater part of his leave
in Europe last year in studying the different
methods of disinfection in vogue in Glasgow
(especially during the outbreak of bubonic
fever in that city), in Edinburgh, and in Paris,
and in examining the various forms of ap-
paratus for this purpose which were exhibited
at the Paris Exhibition. Inspector Reid was
assisted by three European officers, eight
coloured foremen, three Chinese foremen, a
staff of thirty trained coolies, and a varying
number of other coolies for carrying purposes.

The process of disinfection consisted in the
removal of all bedding, clothing, curtains,
carpets and mats to the Steam Disinfecting
Station, these articles being first tied up into
bundles with large sheets of unbleached calico,
and then put into baskets being supplied to
coolies. Government replaced the personal clothing of
the infected houses. The walls and
floors of the premises are then sprayed with a
one-in-a-thousand solution of perchloride of
mercury, and the building then thoroughly
fumigated with chlorine obtained by the addi-
tion of dilute sulphuric acid to chloride of lime.

On the pots being placed as high up as possible on
a trestle or shelf, on account of the weight
of this gas. Finally the floor of the room was pre-
pared with a solution of lime, and the walls limed,
chloride of lime being added to the
lime-water in the proportion of 1 lb. to the gallon.

The people displaced from their homes
during the above processes, which occupy about
six hours, are at liberty to make use of the
Board's matched shelters, but the men usually
prefer to proceed with their ordinary work,
while the women remain in the street to watch
their household goods, or seek shelter with a
neighbour.

Closure of Premises.—In consequence of the
occurrence of a number of cases (European and
native) in a block of buildings known as
Beaconsfield Arcade and consisting of fourteen
three-story buildings, used as shops, offices and
dwellings, I recommended the Board, on 24th
May, to close the entire block as unfit for
human habitation. The closing order was made
on the following day and the entire premises were
then thoroughly disinfected by the Board's
Officers. The walls were sprayed with a one-
in-a-thousand solution of corrosive sublimate, all
the rooms and passages were fumigated with free
chlorine; floor-boards were taken up and the
rat-runs traced and treated with crude carbolic
acid, all rat-holes being stopped with cement;
soft wooden partitions and all rotten woodwork
were removed and destroyed, and the floor-
boards then saturated with the crude carbolic
acid, while the drains and traps were treated
with the same disinfectant; all illegal disinfec-
tions to light and ventilation were removed
from the backyards and the whole block
then thoroughly limewashed. In addition,
the owner, at my suggestion, removed a num-
ber of drain-pipes, which were within the
building, to the outside, and also removed most
of the ceilings, leaving exposed the floor-boards
which were then painted—the object of these
alterations being to provide as few facilities as
possible for the entry of rats into the building.

The premises were finally released from the
closing order on the 27th day of June.

On the same date (May 25th) the Board
declared the premises known as Nos. 15, 17,
and 19, Peel Street and No. 63, Wellington
Street, unfit for human habitation, in conse-
quence of the occurrence of several cases of
bubonic fever in each of them, and the same pro-
cesses of disinfection and cleansing were adopted,
the premises being released on the 11th of July.

On the 27th day of June another building
known as "Wild Dell" which is divided up into
a number of sets of apartments, occupied by
Europeans, was closed by order of the Board,
for similar reasons, and was then thoroughly
cleaned and disinfected, at the time of writing
these premises have not been released from that
order.

General Sanitary Precautions.—Chloride of
lime was supplied to all the public latrines for
use in the buckets, and the District Inspectors
were instructed to see that it was freely used.
The sewers on the lower levels were also flushed
with sea-water, by means of the Fire Brigade
engines.

Staff.—The arduous duties connected with
the disinfection of all infected premises, and
the control of the Disinfecting Station, in the most
efficient manner, have been very good reason
to know that he worked from early morning
till late at night during the height of the
epidemic to secure the efficiency of this service.

It will be remembered that Inspector Reid
contracted bubonic fever in 1899 while in the
execution of similar duties, and he has therefore
of good reason to claim a special knowledge of the
disease. I consider that this officer deserves
the special thanks of the Board for the manner
in which he has performed these duties. The
other officers who deserve special mention in
connection with this year's outbreak are In-
spectors Rogers and C. W. Brett who are
inspectors in Kowloon; Inspectors Hoggarth
and Finch in Wan-chai; Inspector Knight
who superintended the removal of all infected
corpses from the Government Mortuary and
their interment at the Kennedy Town Cem-
tery; and Police Inspector Robertson who had
considerable experience of the disease at
Shankwan and Quarry Bay.

JAPAN COALS
THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, 1st HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Hankow, Chafoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu,
Nagasaki, Kuchino, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI"

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fukuro, Hokoku, Ichihara, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmayama, Tsubakura, Yoshitani, Yoshio, Yunkibara, and other Coal Mines.
N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Put Log Cabin
in your Pipe
Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.

THE ONLY RELIABLE DISINFECTANTS ARE

CALVERT'S

No. 5 FLUID | 15° CARBOLIC

CARBOLIC POWDER.

The STRONGEST DISINFECTANT KNOWN. A Safe, Cheap and Effective Preparation.

Awarded 100 Gold and Silver Medals and Diplomas.

F. C. CALVERT & Co., Manchester, England.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 28th inst. at Noon.
LONDON, &c., via PORTS OF CALL	AXAX	Brit. str.	2 m.	B. H. W. Snow	BUTTERFIELD & SWIRE	On 1st October.
LONDON, &c., via PORTS OF CALL	FORMOSA	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 5th October.
LONDON, &c., via PORTS OF CALL	PYREHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LONDON, &c., via PORTS OF CALL	CALCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th October.
LONDON, &c., via PORTS OF CALL	VENUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON, &c., via PORTS OF CALL	MACHAON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON, &c., via PORTS OF CALL	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th October.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
BREMEN, via PORTS OF CALL	NATAL	Frech. str.	2 m.	E. Frohn	MELCHERS & CO.	On 7th Oct. at 1 p.m.
MARSEILLES, &c., via PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.	W. Townsend	MESSAGERIES MARITIMES	On 4th Oct. at 1 p.m.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 15th Oct. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. SPORE, &c.	ARABIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 5th October.
HAYRE, BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 10th October.
HAYRE & HAMBURG	BANDER	Ger. str.	2 m.	Jacobs	HAMBURG-AMERIKA LINIE	On 2nd November.
HAYRE & HAMBURG	SEGROVIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 16th November.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	von Binzer	HAMBURG-AMERIKA LINIE	On 30th November.
NEW YORK	STATE OF MAINE	Amer. ship	2 m.	Kendall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	MOGUL	Brit. str.	2 m.		DODWELL & CO. LIMITED	To-morrow.
NEW YORK	GLENGYLE	Brit. str.	2 m.	T. Darke	McGREGOR BROS. & GOW	On 28th inst.
NEW YORK	LONGSHIPS	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On or about 15th October.
NEW YORK	MANUEL LLAGUNO	Amer. ship	2 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	CLAYDALE	Brit. str.	2 m.		CARLOWITZ & CO.	On 6th November.
NEW YORK	ADANA	Brit. str.	2 m.	Smith	SHEWAN, TOMES & CO.	On 10th November.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER, via SHANGHAI, &c.	TAKAHARA	Brit. str.	2 m.	E. Boetham, R.N.R.	CANADIAN PACIFIC R. CO.	On 6th November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	KINSHU MARU	Jap. str.	2 m.	J. Trubridge	DODWELL & CO. LIMITED	On 1st October.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	TEENKAI	Brit. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 15th Oct. at 4 p.m.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	HONGKONG MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 2nd Nov. at 4 p.m.
SAN FRANCISCO via SHANGHAI, &c.	CITY OF PEKING	Amer. str.	2 m.	H. C. Harris	JARDINE, MATHESON & CO.	Quick despatch.
AUSTRALIAN PORTS	STRATHGYLE	Brit. str.	2 m.	N. Tate	BUTTERFIELD & SWIRE	On 12th Oct. at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	To-day.
AUSTRALIAN PORTS	AIRLIE	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	YAWATA MARU	Brit. str.	2 m.	T. H. Hide, R.N.R.	BUTTERFIELD & SWIRE	On 25th Oct. at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	CHANGSHA	Frech. str.	2 m.	Moore	BUTTERFIELD & SWIRE	On 12th October.
YOKOHAMA via SHANGHAI & KOBE	LAOS	Brit. str.	2 m.	Riquier	MESSAGERIES MARITIMES	On or about 4th October.
YOKOHAMA via SHANGHAI & KOBE	BENGAL	Ger. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 27th inst. at Daylight.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	Schmidt	BUTTERFIELD & SWIRE	On 11th Oct. at Daylight.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 27th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	S. Asami	MITSUI BUSSAN KAISHA	On 11th Oct. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	T. Ogata	MITSUI BUSSAN KAISHA	On 28th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	P. Asami	MITSUI BUSSAN KAISHA	To-day, at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	Robson	DOUGLAS LARPAK & CO.	To-morrow, at 5 p.m.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	J. Rattenbury	SHEWAN, TOMES & CO.	On 27th inst. at 4 p.m.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	N. Tate	CARLOWITZ & CO.	On 12th October.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	Caruaghau	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	Payne	JARDINE, MATHESON & CO.	On 26th inst. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	Marochino	P. & O. S. N. Co.	On or about 5th October.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	W. W. Cooke, R.N.R.	NIPPON YUSEN KAISHA	On 11th Oct. at Noon.
YOKOHAMA via SHANGHAI & KOBE	SHANGHAI	Brit. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.
Sept. 22, TANKAWA, British str., 377, W. P. Baker.
Sept. 23, CALCHAS, British str., 4278, T. Bartlett, Singapore 18th Sept. General.—BUTTERFIELD & SWIRE.
Sept. 23, ELBA, German str., 1,702, Schonwandt, Canton 23rd Sept. General.—JENSEN & CO.
Sept. 23, HONGKONG, French str., 750, J. Pannier, Haiphong 20th Sept. Rice and Pigs.—A. R. MARTY.
Sept. 23, KWEIYANG, British str., 1,062, Outerbridge, Canton 23rd Sept. General.—BUTTERFIELD & SWIRE.
Sept. 23, LOSOK, German str., 1,000, T. Fuchs, Bangkok 16th Sept. Rice.—BUTTERFIELD & SWIRE.
Sept. 23, SHANZI, British str., 1,240, Carnaghan, Amoy 22nd Sept. General.—BUTTERFIELD & SWIRE.
Sept. 23, SHANTUNG, German str., 1,084, H. Rebbelbrand, Manila 20th September.—MELCHERS & CO.

CLEARANCES.

At the Harbour Master's Office.
23rd September.
Apsrade, German str., for Hohow.
Els, German str., for Hongay.
Haiman, British str., for Amoy.
Sabine Rickens, British str., for Tamsui.
Shantung, German str., for Saigon.
Thales, British str., for Swatow.

DEPARTURES.

23rd September.
BABELSBERG, German str., for Karatsu.
INDUS, French str., for Europe.
SULLBERG, German str., for Norebhang.
TETANOS, German str., for Singapore.

VESSELS IN DOCK.

23rd September.
Kowloon Docks.—Canton River, Victoria, Georges Valentine, Zaphir, Elexia, Changsha, Lomonopolian Dock.—Loongmoon.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"LAISANG,"
Captain Payne, will be despatched as above TO-DAY, the 24th inst. at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th September, 1901. [2365]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW via SWATOW AND AMOY.
THE Company's Steamship
"ANPING MARU,"
Captain S. Atami, will be despatched for the above ports TO-MORROW, the 25th inst. at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th September, 1901. [19]

FOR NEW YORK.

THE 3/4 A II American Ship
"MANUEL LLAGUNO,"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 11th July, 1901. [1758]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship
"LAOS,"
Captain Riquier, will be despatched for the above ports on or about TUESDAY, the 24th inst.
For Freight or Passage, apply to
P. DE CHAMPAGNIN,
Acting Agent.
Hongkong, 18th September, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.
THE Company's Steamship
"DIAMANTE,"
Captain J. Rattenbury, will be despatched as above TO-MORROW, the 25th inst. at 5 p.m.
This Steamer has Superior accommodation for Passengers and is fitted with the Electric Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 23rd September, 1901. [2412]

REGULAR STEAMSHIP SERVICE TO NEW YORK
via PORTS AND SUEZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.
"MOGUL" ... On 25th September.
"SATSUMA" ... On 30th October.
"KURDISTAN" ... On 5th November.
"LENNOX" ... On 20th November.
"RICHMOND CASTLE," End of November.
"ORONOA" ...
"HILGLEN" ...
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 14th September, 1901. [1739]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.
THE Company's Steamship
"DALIN MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 29th inst.
For Freight or Passage, apply to
"THE MITSUI BUSSAN KAISHA,"
Agents.
Hongkong, 23rd September, 1901. [17]

FOR NEW YORK.
THE 3/4 L.I.I. American ship
"STATE OF MAINE,"
Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 21st September, 1901. [2386]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.
THE Steamship
"ADANA,"
Captain Smith, will be despatched for the above port on 10th November, 1901.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd September, 1901. [2413]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"EMPEROR OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 25th Sept. 1901
"EMPEROR OF CHINA" ... Comdr. E. Archibald, R.N.R. ... WEDNESDAY, 23rd Oct. 1901
"TARTAR" ... 4,432 Tons. Comdr. E. Boetham, R.N.R. ... WEDNESDAY, 6th Nov. 1901
"EMPEROR OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 29th Nov. 1901
"ATHENIAN" ... 3,882 Tons, Capt. H. Morritt ... WEDNESDAY, 4th Dec. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIA TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Q. W. C. Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIA STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pulder's Street.
Hongkong, 10th September, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
ARABIA ... HAYRE & HAMBURG ... On 5th Oct. Freight.
KONIGSBERG ... HAYRE, BREMEN & HAMBURG ... On 19th Oct. Freight and Passage.
BANDER ... HAYRE & HAMBURG ... On 2nd Nov. Freight.
SEGROVIA ... HAYRE & HAMBURG ... On 16th Nov. Freight.
MARBURG ... HAYRE & HAMBURG ... On 30th Nov. Freight.
For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1. [1051]

HONGKONG, 12th September, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
OLYMPIA	2,837	J. Truebridge	October 1st
QUEEN ADELAIDE	2,832	F. McNair	October 8th
VICTORIA	3,502	J. Panten	October 15th
BRAXEAR	3,601	W. Watt	November 15th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £22.
Excellent accommodation. First-class Table. Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, £35.
The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 13th September, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, LONDON, &c., via SHANGHAI, AND KOBE, (Passing through the Inland Sea)

STEAMERS. DESTINATIONS. TO SAIL ON. REMARKS.
SHANGHAI ... BENGAL ... About 27th ... Freight or Passage.
LONDON, &c. ... CHUSAN ... September ... See Special Advertisement.
YOKOHAMA ... C. L. Daniel ... September ...

YOKOHAMA via SHANGHAI, AND KOBE, (Passing through the Inland Sea)
SCOOTRA ... About 4th ... Freight only.
T. H. Hide, R.N.R. ... October ...

SINGAPORE AND BOMBAY ... TIENHSIN ... About 5th ... Freight only.
W. W. Cooke, R.N.R. ... October ...

LONDON ... FORMOSA ... About 5th ... Freight or Passage.
B. H. W. Snow ... October ...

* Calling at Penang and Colombo if sufficient inducement offers.
For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 23rd September, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
INABA MARU ... KOBE and YOKOHAMA ... FRIDAY, 27th Sept. at DAYLIGHT.
W. Bainbridge ... SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 27th Sept. at 4 p.m.
ROSETTA MARU ... ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID ... FRIDAY, 4th Oct. at DAYLIGHT.
N. Tate ...

SANUKI MARU ... MOJI, KOBE and YOKOHAMA ... TUESDAY, 8th Oct. at NOON.
W. Townsend ...

YAMAGUCHI MARU ... KOBE and YOKOHAMA ... FRIDAY, 11th Oct. at DAYLIGHT.
S. Yoshizawa ...

SHINANO MARU ... BOMBAY via SINGAPORE and COLOMBO ... FRIDAY, 11th Oct. at NOON.
G. E. T. Cook ...

KASUGA MARU ... MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID ... FRIDAY, 18th Oct. at DAYLIGHT.
K. Kori ...

HAKATA MARU ... NAGASAKI, KOBE and YOKOHAMA ... FRIDAY, 18th Oct. at NOON.
F. L. Sommer ...

KINSHU MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA ... SATURDAY, 19th Oct. at 4 p.m.
F. J. Horton ...

YAWATA MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 25th Oct. at 4 p.m.
A. E. Moses ...

TOSA MARU ... VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA ... SATURDAY, 2nd Nov. at 4 p.m.
S. J. G. Parsons ...

Trough Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHALA, Manager.
Hongkong, 23rd September, 1901. [113]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
PREUSSEN ... THURSDAY ... 3rd October.
HAMBURG (Hamburg-Amerika Linie) ... WEDNESDAY ... 16th October.
SACHSEN ... WEDNESDAY ... 30th October.
KLAUSCHOU (Hamburg-Amerika Linie) ... WEDNESDAY ... 13th November.
BAYERN ... WEDNESDAY ... 27th November.
GR

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	Due
GLASGOW and LIVERPOOL.	NESTOR	On 1st October.
GLASGOW and LIVERPOOL.	LABETTES	On 9th October.

FOR	HOMEWARDS.	TO SAIL
LONDON	AJAX	On 1st October.
LONDON	PYRHEUS	On 15th October.
LONDON	CALCHAS	On 29th October.
LONDON	NESTOR	On 1st November.
LONDON	MACHAON	On 15th November.
LIVERPOOL DIRECT	ULYSSES	On 15th October.
LIVERPOOL DIRECT	DARDANUS	On 15th November.

(Taking Cargo at London Rates)

The S.S. "CALCHAS" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN on 25th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SAMARANG & SOURABAYA	SHANSI	On 24th September.
TIENTSIN	KWANGYANG	On 25th September.
TIENTSIN	CHANGSHA	On 27th September.
CHEFOO & NEWCHOW	TSINAN	On 29th September.
SHANGHAI	CHINGTU	On 3rd October.
MANILA	CHINGTU	On 12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINGTU	On 12th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.) AND SEATTLE. Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"TEENKAI"

4,642 tons, Commander H. C. Harris, is due here on 24th inst. and will have quick despatch.

For Rates of Freight and further Particulars, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901. [2317]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY. (In close connection with the Company's accelerated line to Trieste)

THE Company's Steamship

"CARINTHIA,"

Captain Marcolino, will be despatched as above on THURSDAY, the 26th inst. P.M.

For information as to Passage and Freight, apply to
SANDER WIELER & CO.,
Agents.

Hongkong, 23rd September, 1901. [2320]

NIPPON Yusen Kaisha.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU."

3,411 tons gross, Captain N. Tait, will be despatched for the above port on FRIDAY, the 27th inst. at 3 P.M.

This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewards carried.

Return Tickets issued by this Company are available for return by steam or by the other Lines.

A. S. MISHARA, Manager.

Hongkong, 21st September, 1901. [2397]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PANAMA, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHRYSEAS,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 28th September, at Noon, taking passengers and cargo for the above ports.

Stk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 5 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th September, 1901. [1]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 11th September, 1901. [2319]

U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th November, at Noon.

THE P. M. S.S. Co.'s Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 24th September, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES, in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURE MARU,"

Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to
THE MITSUBI BUSSAN KAISHA,
Agents.

Hongkong, 10th September, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHELVILLE" On 10th Oct.

THE Steamship "STRATHELVILLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJIL, KOBE and YOKOHAMA on THURSDAY, the 10th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 21st September, 1901. [14]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

CELESTINE BURRILL, British ship, Jeffrey Order.

HELEN A. WYMAN, American ship, Vanhook.

ARNOLD, Karberg & Co.

I. P. CHAPMAN, American ship, Chapman.

L. SCHREPP, American ship, C. S. Kendall.

Carlowitz & Co.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Amara, British str., 1,566, Matlock, Sept. 15.

Jardine, Matheson & Co.

Amigo, German str., 322, Hansen, Sept. 22.

Jensen & Co.

Amper Maru, Jap. str., 1,058, Atsumi, Sept. 21.

Mitsui Bussan Kaisha.

Apenrade, German str., 611, Lorenzen, Sept. 21.

Jensen & Co.

Aristea, Austrian str., 2,208, Scopinich, Aug. 29.

Mitsui Bussan Kaisha.

Calchas, British str., 4,378, Bartlett, Sept. 23.

Butterfield & Swire.

Changsha, British str., 1,463, Moore, Sept. 12.

Butterfield & Swire.

Charterhouse, British str., 1,276, Joslin, Sept. 29.

Chinese.

Chas. Rogers, Brit. str., 1,292, Smith, Sept. 8.

Japanese.

Chowia, German str., 1,055, Maseng, Sept. 18.

Butterfield & Swire.

City of Peking, Amr. str., 3,128, Smith, Sept. 16.

P. M. S. S. Co.

Clara, German str., 675, Uldrup, Sept. 22.

Jensen & Co.

Devonwong, Ger. str., 1,057, Textor, Sept. 20.

Butterfield & Swire.

Diamond, British str., 1,225, Rattenbury, Sept. 21.

Shevan, Tames & Co.

STEAM FOR SINGAPORE, BATAVIA, COLOMB, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boule, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMB with the s.s. Tonkin, which vessel takes on her Passengers and Mails, leaving that port on the 19th October direct to Buez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAVERDALE"

will be despatched for the above port on the 5th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 21st September, 1901. [2395]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN VIA SWATOW.

THE Company's Steamship

"LOKSANG."

Captain Leask, will be despatched as above on SATURDAY, the 28th inst. at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 21st September, 1901. [2404]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SINGAPORE, BATAVIA, COLOMB, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

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P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]

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Hongkong, 21st September, 1901. [2395]

STEAM FOR SINGAPORE, BATAVIA, COLOMB, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

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For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

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For Freight, apply to
CARLOWITZ & CO.,
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Hongkong, 21st September, 1901. [2395]

STEAM FOR SINGAPORE, BATAVIA, COLOMB, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

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For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]

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Agents.

Hongkong, 21st September, 1901. [2395]

STEAM FOR SINGAPORE, BATAVIA, COLOMB, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boule, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMB with the s.s. Tonkin, which vessel takes on her Passengers and Mails, leaving that port on the 19th October direct to Buez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE full-powered Steamship

"CLAVERDALE"

will be despatched for the above port on the 5th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 21st September, 1901. [2395]

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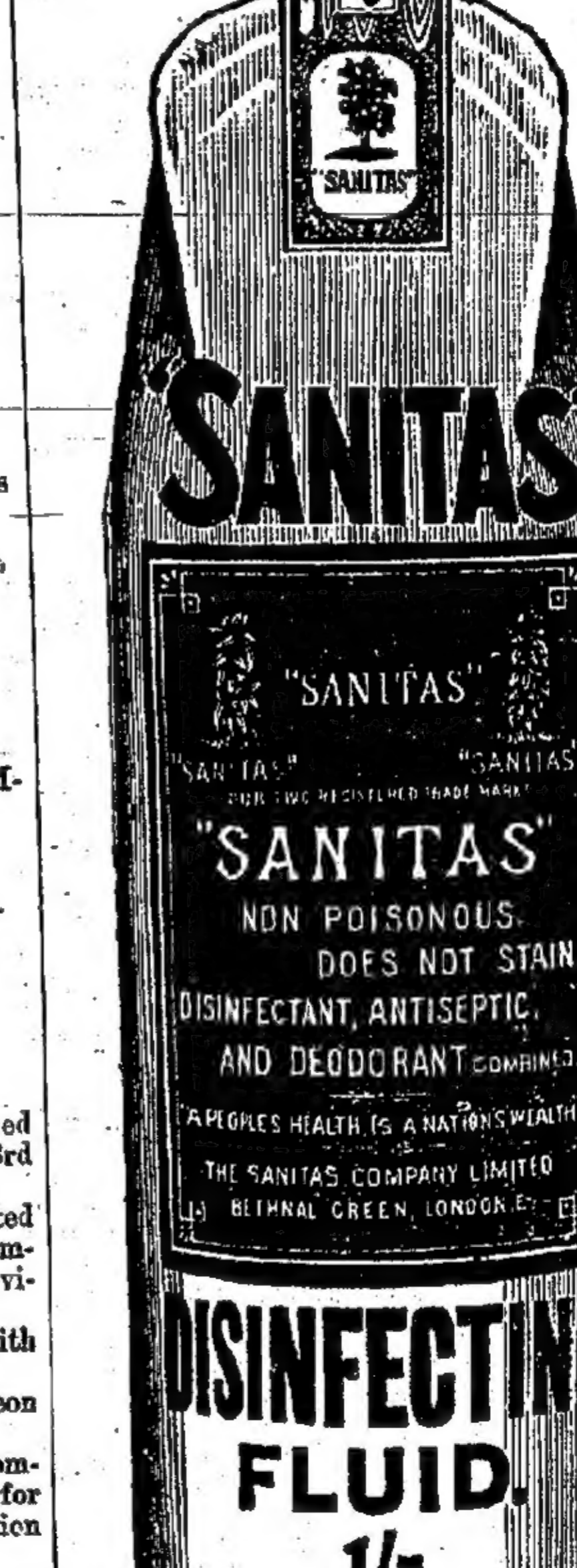
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P. DE CHAMPORIN, Acting Agent.
Hongkong, 24th September, 1901. [2]



ALSO Powder, Soaps, Sulphur (Fumigating) Candles, and all kinds of Disinfectants.

"The list of 'Sanitas' preparations is now as great as to compare with the list of disinfectants and antiseptics."

"The compilation of such a list is based on 'Sanitas', a thoroughly popular, pleasant, and economical preparation."

"—Lancet, August 24th, 1895, p. 50."

POST OFFICE NOTICES.

The Laos, with the French Mail of the 23rd ult., left Saigon on Saturday, the 21st inst., at 5 a.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 20th ult.

The Bengali, with the English Mail of the 30th ult., left Singapore on Saturday, the 21st inst., at 4 p.m., and may be expected here on or about Thursday, the 26th inst. This Packet brings replies to letters despatched from Hongkong on the 20th ult.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Canton and Peking	Hankow	Tuesday, 24th, 7.30 A.M.
Hankow and Peking	Hankow	Tuesday, 24th, 8.00 A.M.
Tientsin	Shanghai	Tuesday, 24th, 8.00 A.M.
Swatow, Amoy and Foochow	Shanghai	Tuesday, 24th, 10.00 A.M.
Singapore, Penang and Calcutta	Shanghai	Tuesday, 24th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	City of Peking	Tuesday, 24th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Hongkong	Tuesday, 24th, 1.15 P.M.
Shanghai	Hongkong	Tuesday, 24th, 2.00 P.M.
Soigou	Hongkong	Tuesday, 24th, 3.00 P.M.
Kamohuk and Samshui	Hongkong	Tuesday, 24th, 4.00 P.M.
Samang and Samabaya	Hongkong	Tuesday, 24th, 5.00 P.M.
Swatow, Amoy and Foochow	Hongkong	Tuesday, 24th, 5.00 P.M.
Hongkong	Hongkong	Tuesday, 24th, 5.00 P.M.
Hongkong and Haiphong	Hongkong	Tuesday, 24th, 5.00 P.M.
Canton	Hongkong	Tuesday, 24th, 5.00 P.M.
Bangkok	Hongkong	Tuesday, 24th, 5.00 P.M.
Haiphong	Hongkong	Tuesday, 24th, 5.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Express of Japan	Tuesday, 24th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Tientsin	Kwangtung	Tuesday, 24th, 11.00 A.M.
Manila	Kwangtung	Tuesday, 24th, 11.00 A.M.
Shanghai	Kwangtung	Tuesday, 24th, 11.00 A.M.
Singapore and Bombay	Kwangtung	Tuesday, 24th, 11.00 A.M.
Tientsin	Kwangtung	Tuesday, 24th, 11.00 A.M.
EUROPE, &c., India via Taticoria	China	Tuesday, 24th, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Swatow and Tientsin	China	Tuesday, 24th, 11.00 A.M.
Chafoo and Newchwang	China	Tuesday, 24th, 11.00 A.M.
EUROPE, &c., India via Taticoria	China	Tuesday, 24th, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		
Shanghai	China	Tuesday, 24th, 11.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	China	Tuesday, 24th, 11.00 A.M.

TO-DAY.

Sale, Household Furniture, &c., Sales Rooms, Messrs. Hughes & Hough, noon.

COMMERCIAL.

	Third September.	
ON LONDON.—		
Telegraphic Transfer	11 1/2	
Bank Bills on demand	11 1/2	
Bank Bills, at 30 days' sight	11 1/2	
Bank Bills, at 4 months' sight	11 1/2	
Credits, at 4 months' sight	11 1/2	
Documentary Bills, 4 months' sight, 11 1/2		
ON PARIS.—		
Bank Bills, on demand	2 1/4	
Credits, at 4 months' sight	2 1/4	
ON GERMANY.—		
On demand	1 98	
ON NEW YORK.—		
Bank Bills, on demand	47	
Credits, 60 days' sight,	47 1/2	
ON BOMBAY.—		
Telegraphic Transfer	145	
Bank, on demand	145	
ON CALCUTTA.—		
Telegraphic Transfer	145	
Bank, on demand	145	
ON SHANGHAI.—		
Bank, at sight	73	
Private, 30 days' sight,	73 1/2	
ON YOKOHAMA.—		
On demand	54 p.c. pm.	
ON MANILA.—		
On demand	3 1/2 p.c. pm.	
ON SINGAPORE.—		
On demand	3 p.c. pm.	
ON BATAVIA.—		
On demand	118	
ON HAIPHONG.—		
On demand	1 1/2 p.c. pm.	
ON SAIGON.—		
On demand	1 1/2 p.c. pm.	
ON BANGKOK.—		
On demand	404	
SOVEREIGNS, Bank's Buying Rate	100.23	
GOLD LEAF, 100 lbs. per tal.	533.40	
BAR SILVER, per oz.	20 1/2	

OPIUM.

Quotations are—	Allow 100 to 1 catty.
Malwa New	\$880 to \$890
Malwa Old	\$880 to \$890
Malwa Older	\$880 to \$890
P. P. per wrapped	\$800 to \$810
Perian fine quality	\$830 to \$840
Perian extra fine	\$840 to \$850
Patna New	\$840 to \$850
Patna Old	\$840 to \$850
Benares New	\$840 to \$850
Benares Old	\$840 to \$850

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer Laos, with the next French mail, left Saigon on the 21st inst., at 5 a.m., for this port, and is due here to-day.

THE ENGLISH MAIL.
The P. & O. steamer Bengal left Singapore for this port on the 21st inst., at 4 p.m., with the outward English mails, and is due here on the 23rd inst., at about noon.

THE GERMAN MAIL.
The Imperial German Mail steamer Sachsen, carrying the German mails with dates from Berlin of the 2nd inst., left Colombo on the 21st inst., a.m., and may be expected here on or about the 2nd prox.

THE AMERICAN MAIL.
The Imperial German Mail steamer Preussen, left Kobe via Nagasaki, Shanghai and Foochow, on the 22nd inst., p.m., and may be expected here on or about the 2nd prox.

THE O. & O. steamer Gaelic, with mails, &c., from San Francisco to the 4th inst., via Honolulu, has arrived at Yokohama, and leaves this morning for this port via Inland Sea, Kobe, Nagasaki and Shanghai.

The P.M. steamer China, with mails, &c., from San Francisco to the 4th inst., via Honolulu, has arrived at Yokohama, and leaves this morning for this port via Inland Sea, Kobe, Nagasaki and Shanghai, on the 12th inst.

PASSENGERS.

Per Hongkong, from Haiphong, Mr. Mora.

Per Indus, for Saigon, Mr. Dauterive; for Singapore, Dr. J. Sanger, Messrs. Seymour, Hanks, H. Schmidt and K. Soriano; for Marseilles, Rev. J. J. de Moura, Messrs. A. Dias and F. Peterson.

HONGKONG TIDE TABLE.

High Water.	Low Water.
Mean Time.	Mean Time.
Tues. 24. at 4.40	at 10.30
Wed. 25. at 5.20	at 11.10
Thurs. 26. at 6.00	at 11.50
Fri. 27. at 6.40	at 12.30
Sat. 28. at 7.20	at 1.10
Sun. 29. at 8.00	at 1.50
Mon. 30. at 8.40	at 2.30

FOR SALE.

THE WALES "KISMET." Winner of the Maiden Stakes and Derby, Hongkong Meeting, 1901.

Apply to—
J. W. KEW.
No. 20, Des Voeux Road.
Hongkong, 19th September, 1901.

JOINT STOCK SHARES.

HONGKONG, 23rd September.

STOCKS.	No. of Shares.	Issue Price.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30% div. = \$15.38 for half year ended 30/6/01	60 1/2 buyers
Bank of China & Japan, Ltd.	100,000	\$25	\$25	None	25 1/2
Do. Defered	100,000	\$25	\$25	None	25 1/2
National Bank of China, Ltd.	100,000	\$25	\$25	3 1/4 for 1899	\$23 buyers
Do. Founders' Shares	20,000	\$25	\$25	3 1/4 for 1899	\$23 buyers
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	40 p. ct. = \$20 for 1899	\$340 buyers
China Traders' Ins. Co., Ltd.	20,000	\$250	\$250	10 p. ct. for 1899	\$200 buyers
North China Ins. Co., Ltd.	5,000	\$100	\$100	5 p. ct. = \$2.50 for 1899	\$120 buyers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$100	\$12 = 20 p. ct. for 1899	\$185 buyers
Canton Ins. Co., Ltd.	10,000	\$250	\$250	\$12 for 1899	\$185 buyers
Shanghai Ins. Co., Ltd.	30,000	\$100	\$100	5 p. ct. for 1899	\$59 sellers
INSURANCES.					
Fire Ins. Co., Ltd.	8,000	\$250	\$250	\$24 for 1899	\$321 sellers
Hongkong Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$24 for 1899	\$321 sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$100	\$24 for 1899	\$321 sellers
SHIPPING.					
Hongkong, Canton and Amoy S. S. Co., Ltd.	80,000	\$15	\$15	\$150 for half year ended 30/6/01	\$341 sales
Indo-China S. S. Co., Ltd.	60,000	\$20	\$20	5 p. ct. = \$1.25 for 1899	\$134 sellers
China & Manila S. S. Co., Ltd.	6,000	\$50	\$50	\$2 per old share = \$10 for 1899	\$59 sellers
Douglas Steamship Co., Ltd.	20,000	\$30	\$30	12 p. ct. for year ending 30/6/01	\$45 sellers
China Mutual S. S. Co., Ltd.	20,000	\$20	\$20	3 p. ct. for half year ended 30/6/01	nominal
Star Ferry Co., Limited	10,000	\$10	\$10	12 p. ct. for year ended 30/6/01	\$24 buyers
Shall Transport & Trading Co., Limited	2,000,000	\$1	\$1	Int. div. of 6 p. ct. on account of 1901	\$22.50 sellers
REFINERIES.					
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	Int. of \$5 on account of 1901	\$144 buyers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$36 sellers
MINING.					
Panama Mining Co., Ltd.	60,000	\$10	\$10	None	\$5 sellers
Do. Preference	30,000	\$10	\$10	None	\$5 sellers
Societe Fran. des Char. boulangers du Tonkin	400,000	\$25	\$25	None	\$4 buyers
Queens Mines, Limited	45,000	\$5	\$5	5 p. ct. for half year ended 30/6/01	\$124 sellers
Jubilee Mining & Trading Co., Ltd.	200,000	\$1	\$1	1 p. share = \$1 cts.	nominal
Ramb. Australian Gold Mining Co., Limited	15,000	\$5	\$5	None	nominal
Oliver's Freehold Mines, Limited	45,000	\$5	\$5	None	nominal
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$30	\$30	10 p. c. & 8 p. c. bonus, 1/2 year 30/6/01	\$274 buyers
Hongkong and Whampoa Dock Co., Limited	30,000	\$50	\$50	Int. 6 p. ct. on account of 1901	\$301 sellers
Wharf and Dock Co., Ltd.	2,000	\$100	\$100	Int. of \$1 on account of 1901	nominal
Wanchai Warehouse & Storage Co., Ltd.	6,000	\$20	\$20	35 p. ct. for 1901	\$23
New Amoy Dock Co., Ltd.	50,000	\$100	\$100	Int. of 20 p. share on account of 1901	\$103 buyers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	6,000	\$50	\$50	\$130 for 1901	\$311 sales
Kowloon Land & B. Co., Ltd.	12,500	\$50	\$50	Int. of \$15 per share on account of 1901	\$32 buyers
West Point Building Co., Ltd.	12,500	\$50	\$50	Int. of \$15 per share on account of 1901	\$32 buyers
Hongkong Hotel Co., Ltd.	7,000	\$50	\$50	8 p. ct. for year 31/12/00	\$57 sales & buyers
Oriental Hotel, Manila, Limited	100,000	\$10	\$10	\$4 per share for 1900	\$131 buyers
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	17,500	\$100	\$100	31 p. ct. for period ending 31/12/00	Ts. 42
Interspin. Cot. Mfg. Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account of 1901	Ts. 32
Loan-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	\$100	\$100	3 p. ct. on account of 1901	Ts. 32
Soy Chee Cotton Spinning Co., Ltd.	2,000	\$100	\$100	3 p. ct. for period ending 31/12/00	Ts. 30
Company, Ltd.	7,500	\$100	\$100	3 p. ct. for period ending 31/12/00	Ts. 10
MISCELLANEOUS.					
Manila Investment Co., Ltd.	20,000	\$50	\$50	5 p. ct. for 1901	\$57 nominal
Green Island Cement Co., Ltd.	7,500	\$20	\$20	25 p. ct. for 1901	\$35
China Borneo Co., Ltd.	60,000	\$10	\$10	5 p. ct. for 1901	\$157 sales
A. S. Watson & Co., Ltd.	30,000	\$10	\$10	70 p. ct. per share = \$7	\$801 buyers
Hongkong Electric Co., Ltd.	7,000	\$20	\$20	10 p. ct. div. & 1 p. ct. bonus for 1901	\$114 buyers
Hongkong and China Gas Co., Ltd.	10,000	\$50	\$50	32 p. ct. for 1901	\$121
Hongkong Paper Mfg. Co., Ltd.	6,000	\$25	\$25	15 p. ct. for 1901	\$55 sellers
Geo. Fawcett & Co., Ltd.	5,000	\$25	\$25	Int. of \$4 for 1901	\$193 buyers
Hongkong Ice Co., Ltd.	1,250	\$100	\$100	\$14 for year ending 31/12/00	\$275 buyers
High Level Tramways Co., Ltd.	7,500	\$10	\$10	1st. of 30 cents per share = \$3	\$3 buyers
Hk. Steam Water-boat Co., Ltd.	10,000	\$75	\$75	8 p. ct. for 1901	\$8 buyers
Dairy Farm Co., Ltd.	600	\$50	\$50	12 p. ct. for 1901	\$50
Hk. & China Bakery Co., Ltd.	1,200	\$10	\$10	20 p. ct. for 1901	\$10
Campbell, Moore & Co., Ltd.	10,000	\$1	\$1	Int. of 20 p. share for 1901	\$10 sellers
Hk. & China Bakery Co., Ltd.	1,200	\$10	\$10	20 p. ct. for 1901	\$10
United Asbestos Oriental Agency, Limited	10,000	\$5	\$5	None	\$1
Tebrun Planting Co., Ltd.	50,000	\$20	\$20	10 p. ct. for 1901	\$31 sales & buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	12 p. ct. for 1901	\$31 sales
Watkins, Limited	10,000	\$10	\$10	75 c. on full paid up = \$7.50	\$101 buyers
Universal Trading Co.	50,000	\$20	\$20	First year = \$20	\$20
China Light & P. Co., Ltd.	15,000	\$20	\$20	11 p. ct. for 1901	\$10 nominal
Robinson Pines Co., Ltd.	12,000	\$10	\$10	25 p. ct. for year ended 31/12/00	\$100 sellers
CHINA CEMENTS.					
Philippine Tobacco Trust Co., Ltd.	20,000	\$50	\$50	25 p. ct. for year ended 31/12/00	\$100 sellers
Alhambra, Ltd.	20,000	\$50	\$50	25 p. ct. for year ended 31/12/00	\$100 sellers

FOR SALE.

**RURAL BUILDING LOT No. 1, situate upon MOUNT GOUGH, the PEAK, together with FOUR HOUSES standing thereon. The Owner is prepared to accept an offer for the whole Lot or to sell the Houses separately, subject to the existing tenancies. Any portion of the purchase money can remain on Mortgage at 8 per cent. per annum. For detailed particulars apply to—
DENNIS & BOWLEY, Solicitors, Supreme Court House, Hongkong, 26th August, 1901.**

APIOL & STEEL PILLS
A Remedy for all irregularities.
Suffering from Indigestion, Constipation, Biliousness, &c.
A. S. WATSON & CO., LTD., HONGKONG.
Proprietors: MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

QUAN WAH & CO.
DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.
DESIGNS & PRICES ON APPLICATION
At No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899.

MAIL TABLES.
The Card published at the Daily Press Office.
Contains—
English Mails, homeward and outward.
French " " " "
German " " " "
Canadian " " " "
Parcel Post
Calendar for 1901.
That is more information than is given on one printed in London for which fifty cents is charged. The price of the book, printed on correct card in 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Booksellers.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 22nd SEPTEMBER, P.M.

CHINA COAST, 22nd SEPTEMBER, A.M.						
REGISTER, 22nd SEPTEMBER, A.M.						
STATION.	Hour.	Barometer. at level and 3292 Fahr. Temperature. at time.	Humidity.	Direction. Force.	Wind.	Weather.
V. div. stock	2 p.					
Tokyo	"					
Kobe	"					
Nagasaki	"					
Kagoshima	"					
Taihu	1 p.	30.01	74	72	W	2
Tsushima	"	29.94	70	72	W	2
Tsushima	"	29.98	70	72	W	2
Tsushima	"	30.02	70	72	W	2
Koshu	"	30.03	70	72	W	2
Pescadores	"	30.07	74	70	W	2
Gut-luz	3 p.	30.05	70	72	W	2
Sharp Peak	"	30.07	80	63	W	2
Amoy	"	30.05	80	63	W	2
Swatow	"	29.97	80	57	W	2
Canton	"	29.97	81	73	W	2
Hongkong	4 p.	29.97	81	73	W	2
Viet's Peak	"	29.97				
Gap Rock	"	29.97	85			
Haiphong	1 p.	29.98	80	73	W	2
Manila	4 p.	29.98	80	73	W	2
Malate	3 p.					
Bacool	"	29.90	84			
Iloilo	"	29.81	85			
Cebu	"					
C. S. James	"					
23rd SEPTEMBER A.M.						
V. div. stock	7 a.					
Tokyo	10 a.					
Kobe	"					
Nagasaki	"					
Kagoshima	"					
Tsushima	5 a.	33.03				
Tsushima	"	29.93				
Tsushima	"	29.95				
Tsushima	"	29.98				
Koshu	"	29.97				
Pescadores	"	33.03	70	69		
Gut-luz	0 a.	30.03	80	74		
Sharp Peak	"	30.03	80	74		
Amoy	"	30.03	80	74		
Swatow	"	30.03	82	83		
Canton	"	30.03	82	83		
Hongkong	10 a.	30.03	82	83		
Viet's Peak	"	29.02				
Gap Rock	"	33.04	87			
Haiphong	7 a.					
Manila	10 a.	29.95	81	71		
Malate	0 a.					
Bacool	"	29.94	82			
Iloilo	"	29.84	84			
Cebu	"					
C. S. James	7 a.					